Medallion Brand Premium Bagger Gauges®

Operation Guide

LCD Symbol Description

Current Gear Position Display

1st GEAR
6th GEAR

It does not matter if you have a 5-speed or 6-speed. If the ECU does not broadcast gear information, the gauge can be trained quickly to learn which gear you are in. If the ECU does broadcast the information, the gauge is ready to use.
[See the Setup Menu Below.]

Low Fuel Icon

Factory programmed to display when the fuel level reaches 20%.

Low Battery Icon

The battery icon is displayed when the battery voltage to the tachometer reaches 12.4 VDC with the engine running and 12.1 VDC when the engine is not running.

Cruise Control Icon

ON
ENGAGED

Is displayed when cruise is turned on. The little arrow on the upper left side of the icon is present when cruise is engaged.

LCD Display Mode Clock, ODOmeter, Trip A, Trip B, SERVice alarm

ODO — Bike Odometer ***[See Setting Odometer Below.]***

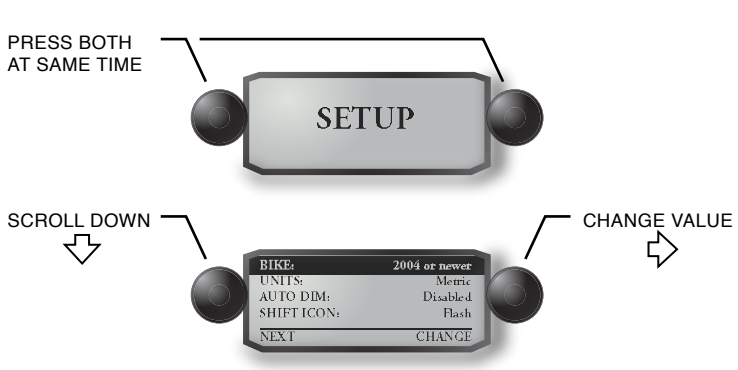
TRIP A
TRIP B — Trip A is resettable and independent from Trip B. While Trip A is displayed, pressing the right button resets TRIP A odo. While Trip B is displayed, pressing the right button resets TRIP B odo.

SERV — Service reminder. This can be set to any mileage. Default from the factory is 500 miles. Pressing and holding the right button allows adjustments.

CLOCK — 12 or 24 hour clock available. Setting the clock (LCD Display), press and hold the right button until “12-HOUR” appears. The left button adjusts value, the right button selects the next mode. If no buttons are pressed in five seconds, the new clock setting will be stored.

Setup Menu

To enter the SETUP menu, push and hold both buttons until the LCD displays the word SETUP. The right button changes the option highlighted, the left button scrolls down to the next option



FACTORY DEFAULTS	
*Bike 2008 *or newer*	Start Gear Learn Mode
*Units: *English*	Set Odo
*AutoDim: *Enabled*	*Restore Defaults – (Note: only lines with * will be restored to factory settings)
*Shift Icon: *Flash*	Tach Info
*Gear Source: *ECU*	Fault Codes
*Demo Mode: *Disabled*	Diagnostics
Set Shift Icon RPM: *3000RPM* (Note: this item is not reset with the factory reset function)	Exit

BIKE - This will adjust the gauge system to operate with the correct fuel tables and other features that are model year dependent.

UNITS - This changes between English and Metric units displayed on the LCD

AUTO DIM - Auto Dim turns the daylight sensor on or off enabling the LCD display and icons to dim down at night.

SHIFT ICON - The Shift icon is an up arrow that lights up when engine RPM reaches it’s set point. This shift point is programmable.***[See Setting Odometer Below.]*** This shift icon can be set to “flash” or “solid”.

GEAR SOURCE - This tells the gauge where to get the gear position. On some bikes the 6th gear is not broadcast. Changing to “gauge” and going through the learn mode will enable gear position. NOTE: gear position is only displayed while engaged in a gear.

DEMO MODE - This mode is for table top demonstration only. This mode can be enabled, but will NOT operate if the Handlebar Control Module is connected. In this mode the gauges will move through the gears and display icons

SET SHIFT ICON RPM - The shift icon can be setup to light at any RPM. This is adjusted by 50 RPM steps. Press the RIGHT button to adjust up, and the LEFT button to adjust the RPM value down. Do not press any buttons for 5 seconds to save settings.

START GEAR LEARNING MODE - Read below for specific instructions

RESTORE DEFAULTS - If something is misadjusted or programmed incorrectly, your gauge can be restored to the original factory settings by highlighting RESTORE DEFAULTS and pressing the RIGHT button .

GAUGE INFO - This menu displays the software version and build date of the gauge.

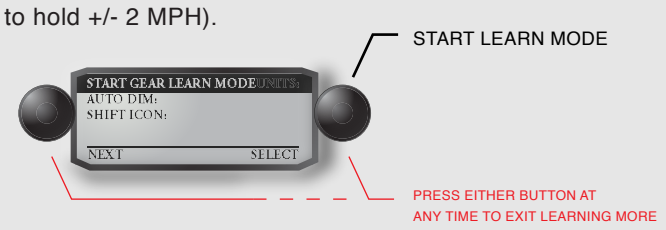
DIAGNOSTICS - This is the factory menu for diagnosing problems in the instrumentation system. The first page shows the raw values that the microprocessor is looking at. Additional pages are entered by pressing either button. On the second page is the gauge values being sent to the gauges. The third page displays if the gauge is seeing any data on the serial data bus from the engine.

EXIT - Pressing the RIGHT button will cause the gauge to save any changes and then reset gauge.

START GEAR LEARN MODE - INSTRUCTIONS

If your ECU does not broadcast the current gear, you can program the gauge to display which gear you are in. Select this mode by pressing the RIGHT button.

START - Begin driving down the road at a steady speed in 1st gear (need to hold +/- 2 MPH).



LEARNING - Once the gauge has learned the gear, it will display SAVED. You must then **Shift to the next gear**

LEARNING next gear - Continue driving down the road at a steady speed (need to hold +/- 2 MPH). Until the SAVED appears. Continue through all of the bike gears. If you need to stop or exit this mode press either button.

1st GEAR LEARNING
Drive at steady speed until gear is saved
1st GEAR SAVED
SHIFT BIKE GEAR UP
2nd GEAR LEARNING
Drive at steady speed until gear is saved

Note: Odometer programming must be completed within the first 100 miles after installing

1) Power up the gauges.

2) Hold both buttons for about 2.5 seconds until the LCD displays "SETUP" and the setup menu is displayed.

3) Press the LEFT ('NEXT') button to scroll down the menu items until "SET ODOMETER" is highlighted, then press the RIGHT ('SELECT') button.

4) One of three possible messages will now be displayed:

a) If One Time Programable ***[OTP]*** odometer has not been set and less than 100mi have accumulated,since installing the gauges the LCD will display "Odometer can be set ONCE in first 100mi." Pressing the LEFT ('CONTINUE') button continues to step #5. Pressing the RIGHT ('CANCEL') button returns to the setup menu.

b) If OTP odometer has already been set, the LCD will display "Odometer has already been set once. Press a button to return to the setup menu." Pressing either button returns to the setup menu.

c) If 100mi has accumulated without setting the OTP odometer, the LCD will display "Odometer set ability has expired. Press a button to return to the setup menu." Pressing either button returns to the setup menu.

5) The LCD now displays the current odometer value as "ODOMETER: xxxxxxmi" or "ODOMETER: xxxxxxkm" depending on units. Button presses are as follows:

a) Pressing the left ('DEC') button decrements by 1 mi/km.

b) Pressing the right ('INC') button increments by 1 mi/km.

c) Holding either button decrements/increments by 1 mi/km until the odometer is divisible by 10, then by 10 mi/km until the odometer is divisible by 100, then by 100 mi/km until the odometer is divisible by 1000, then by 1000 mi/km thereafter.

d) When desired odometer value is displayed, holding both buttons ('<- SAVE ->') for about 2.5 seconds saves the odometer value and returns to the setup menu.

NOTE: Once the odometer has been saved, no additional programming can be performed and the odometer value is permanently stored.

Technical Support Contact Information:

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Date: 6800-09506-01REVB

Medallion Brand Premium Bagger Gauges®

Installation Instructions

We recommend a second person to assist with fairing disassembly and reassembly. Fender and tank covers are recommended to help avoid accidental damage.

Common tools and supplies needed:

- T27 Torx® driver
- #2 Phillips screwdriver
- 5/16" nut driver
- 1" open-end wrench
- Hex wrench set
- Wire cutters
- Wire crimpers
- Wire ties
- Electrician's tape

Step 1:

Record the mileage on the existing gauge. Remove the inner fairing screws.

TIP: *Sometimes these are hard to find. FLT Road Glide® fairings have 6, FLH Street Glide® Fairings have 4.*

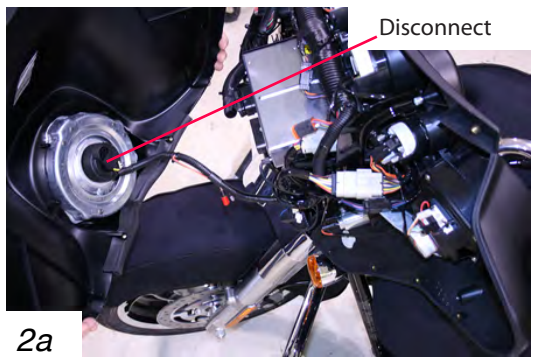
Protect the fender & tank with a cover before you begin disassembly to avoid accidental damage!

1

Step 2:

TIP: *This is where having a second person to hold the outer fairing would be helpful.*

On FLH fairings, loosen the windscreen screws and only remove the outer two screws. Leave the middle screw in place but loose. Remove the windscreen by wiggling gently and set it aside. Hang onto the outer fairing while removing the middle screw and trim. Unplug the headlamp connector and set the fairing aside.



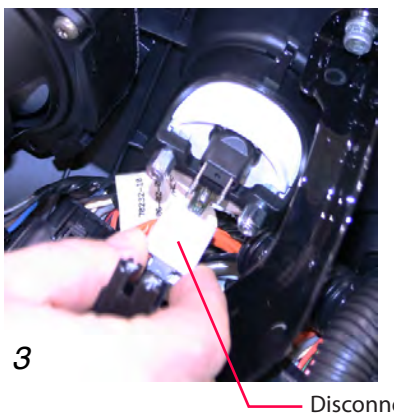
2a

On Road Glide FLT type fairing the windscreen doesn't need to be removed to disassemble the fairing, but it will be easier to reassemble the fairing without it. It can also prevent damaging the black decal on the windscreen during reassembly. Begin by remove the turn signals from each side of the fairing. Lift the outer fairing off the inner and disconnect the headlight and set the outer fairing aside.

2b

Step 3:

Start by removing the connectors from the back of each gauge. It is easier to remove the top two smaller gauges first in order to have room to access the two lower ones. You might have to cut some wire ties in order to move the harness and connectors around. ***DO NOT REMOVE*** the factory harness. It will remain on the fairing.



3

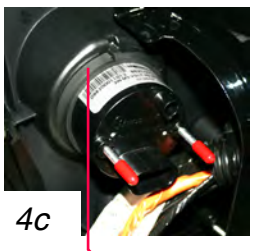
Step 4:

TIP: *Its easier to put the wire harness on as you insert each gauge. See step 6 for details.*

Replace each small gauge one at a time and start with the lower two. Place one hand on the front of the gauge and remove the two bracket nuts on the back of the gauge. Push the gauge out and remove the bracket. Slide the rubber gauge retainer sleeve onto the replacement gauge aligning the rib on the gauge with the mating notch. Insert the gauge & retainer assembly into the fairing opening wiggling it into place until the rubber lip pops out on the back side of the fairing. A soapy solution on the leading edge of the rubber will help the rubber retainer slip into place. Make sure the ribs on the rubber retainer are in the notches on the fairing opening and the retaining lip is out all the way around the back of the fairing. Make sure the red covers are on the ends of the threaded studs.

4a

4b



4c

Step 5:

TIP: *Its easier to put the wire harness on as you insert each gauge. See step 6 for details.*

Replace each large gauge one at a time. Place one hand on the front of the gauge and remove the two bracket nuts on the back of the gauge. Push the gauge out and remove the bracket. Position the rubber gasket on the replacement gauge and align the notch with the corresponding rib on the gauge housing.

Step 5 [cont'd]:

Insert the gauge into the fairing opening aligning the rib on the gauge with the notch in opening.

Hold the gauge in place with one hand while installing the bracket and nuts provided. Tighten the nuts to secure the gauge snugly in the fairing, but do not over tighten. Make sure the red covers are on the end on the threaded studs.

On Road Glide FLT type fairings, install the speedometer and tachometer into the pod and make sure the gauges are aligned and straight to your liking before reassembly.

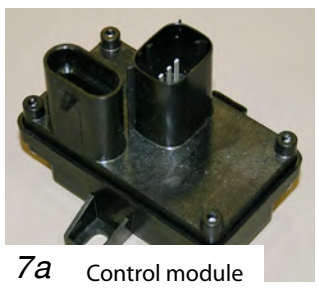
Step 6:

Install the gauge wire harness (The harness with six 4-Pin Plugs) by inserting the 4-pin gauge plugs into each mating connector on the gauges. Any plug can go into any gauge, just install it in logical order to get the wire harness to fit. Push on the front of the gauge while installing the connector so it stays in place. Make sure nothing is pushing on the back of the gauge when finished.

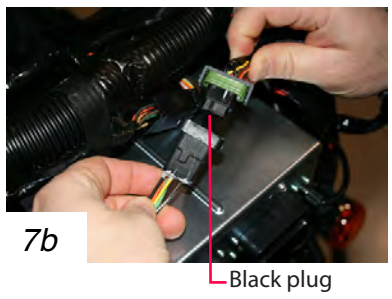
Step 7:

Install the transition wire harness by inserting the large 12-pin plug into the matching connector on the back of the tachometer. Install the smaller 12-pin connector onto the black plug that was pulled out of the factory speedometer. The 4-pin and the 8-pin on the other end are installed into the Control Module. Insert the □" male blades into the sockets of the factory oil pressure gauge plug. Make sure the black and brown wires are matched to the same color on the connector. Add tape to secure it in place.

On Road Glide FLT type fairings, route the end of the main harness with the two 12-pin connectors through the wire passage tunnel. Insert the larger connector into the tachometer and insert the black plug removed from the factory speedometer in the smaller one. Route the end of the gauge harness with only the two 4-pin connectors in the same way and insert them into the tachometer and speedometer. Pull back on the harnesses inside the fairing to make room during pod reassembly.



7a



7b

If you are installing on a 2004-2006 bike, the GREEN/RED STRIPE wire must be crimped onto the wire of the same color in the factory harness for the CURISE ON icon. This wire can be found on the gray connector removed from the factory tachometer. Place the splice around the factory wire and insert the Green/Red Medallion harness wire into it. Close the splice and crimp with pliers to complete the splice connection.

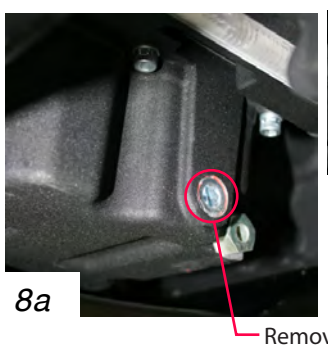
Step 8:

Install the oil temperature sensor into the engine oil pan by removing the center accessory plug and replacing it with the sensor provided. **[To avoid personal injury, installation of the sensor should only be done when the engine is cold.]**

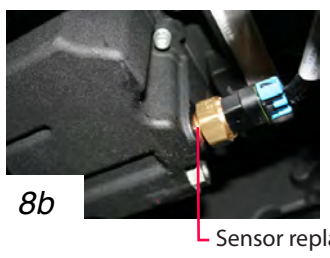
TIP: *Draining the engine oil before installing the sensor is recommended to avoid oil spills.*

Remove the accessory plug ***[8a]*** and replace it with the sensor ***[8b]***. **Don't forget to check the oil level once the sensor is installed.**

Route the temperature sensor wire harness up the frame and into the fairing. Secure the wire harness with wire ties as necessary. Crimp the two splices from the oil temperature harness onto the matching stripped wire colors located on the transition harness.



8a



8b

Step 9:

Dress and secure the control module (HCM) and any wires to keep them from rattling and to protect them from sharp edges.

TIP: *Use electrician's tape to protect the wire as needed.*

Step 10:

TIP: *Have a second person help*

Power up the gauges and verify they are working before you reassemble the fairing.

Reassemble the fairing in the reverse order of how you disassembled it.

Step 11:

Follow the Operation Manual for set up and learning procedures.